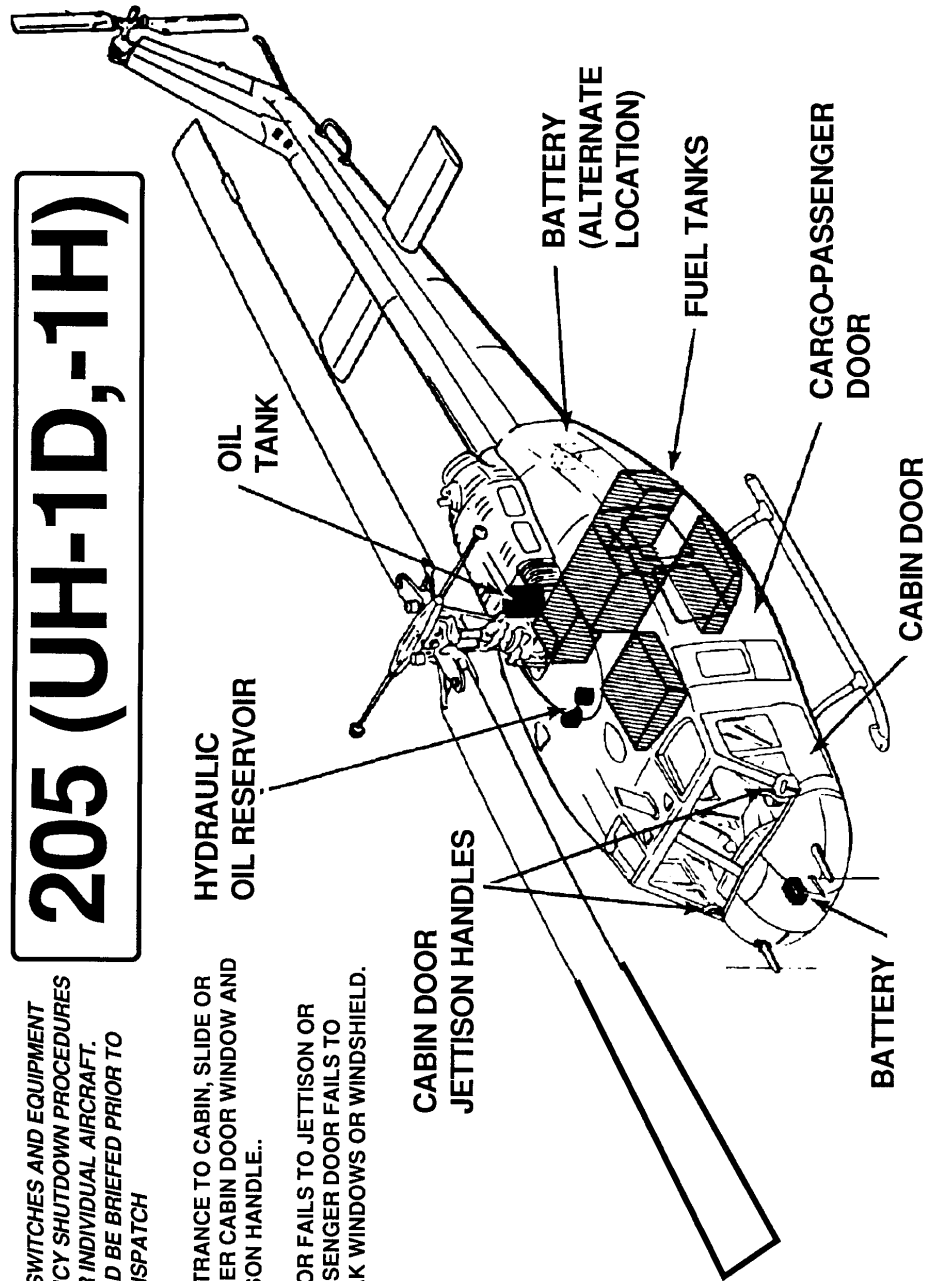


# BELL CRASH RESCUE

## 205 (UH-1D,-1H)

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN, SLIDE OR BREAK EITHER CABIN DOOR WINDOW AND PULL JETTISON HANDLE..
- IF CABIN DOOR FAILS TO JETTISON OR CARGO-PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD.

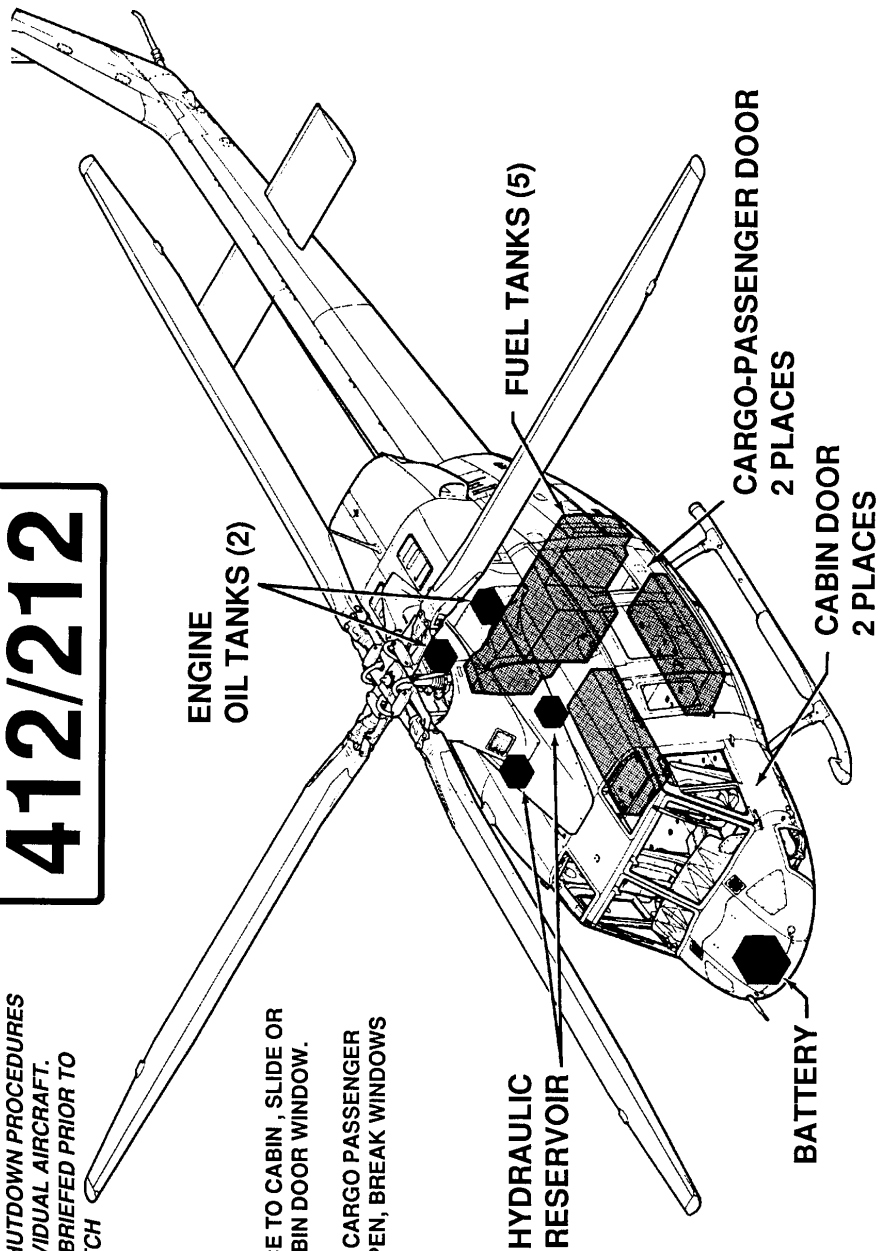


# BELL CRASH RESCUE

**412/212**

LOCATION OF SWITCHES AND EQUIPMENT  
AND EMERGENCY SHUTDOWN PROCEDURES  
MAY VARY FOR INDIVIDUAL AIRCRAFT.  
CREWS SHOULD BE BRIEFED PRIOR TO  
HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN , SLIDE OR  
BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER  
DOOR FAILS TO OPEN, BREAK WINDOWS  
OR WINDSHIELD..

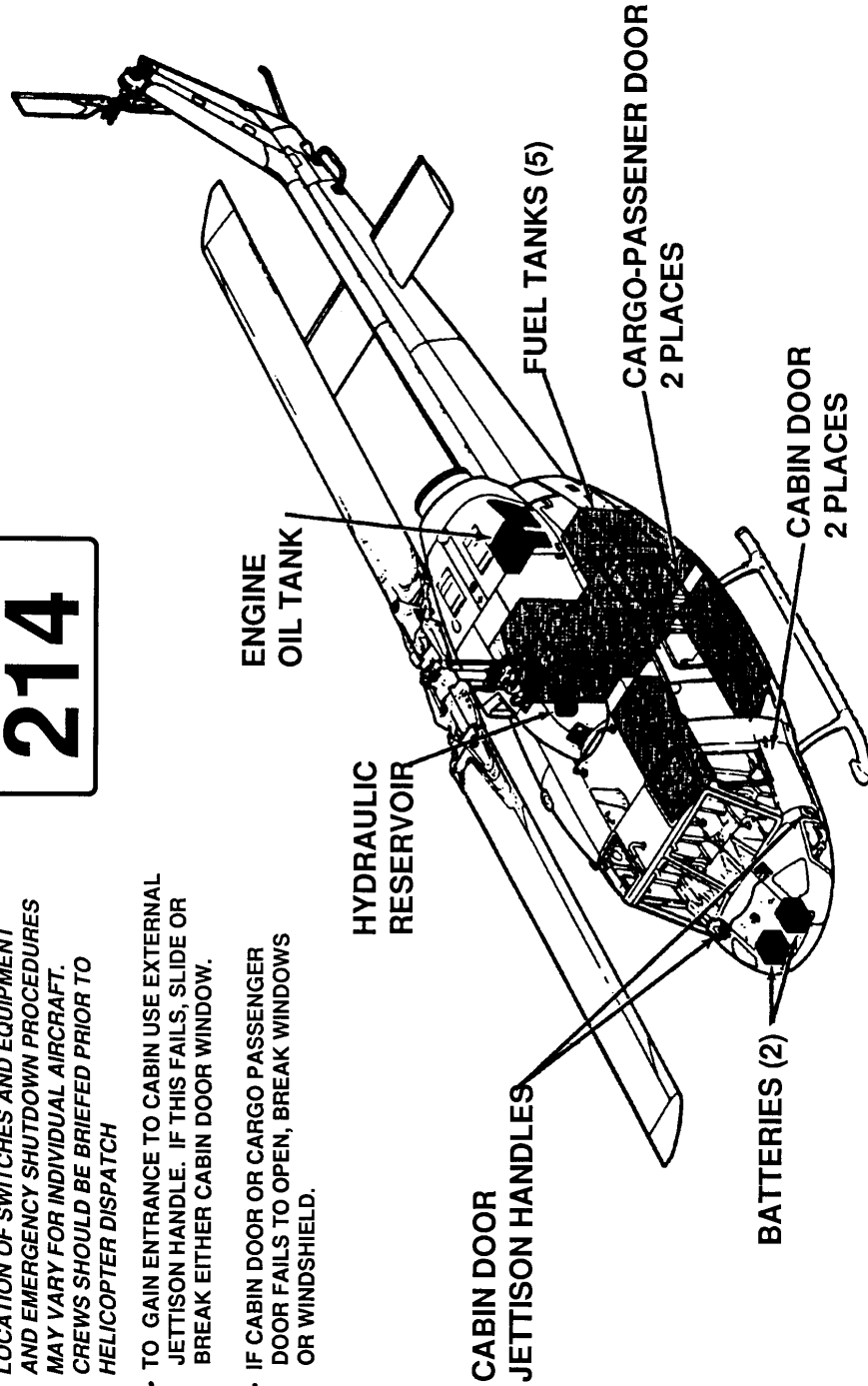


# BELL CRASH RESCUE

214

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- TO GAIN ENTRANCE TO CABIN USE EXTERNAL JETTISON HANDLE. IF THIS FAILS, SLIDE OR BREAK EITHER CABIN DOOR WINDOW.
- IF CABIN DOOR OR CARGO PASSENGER DOOR FAILS TO OPEN, BREAK WINDOWS OR WINDSHIELD.

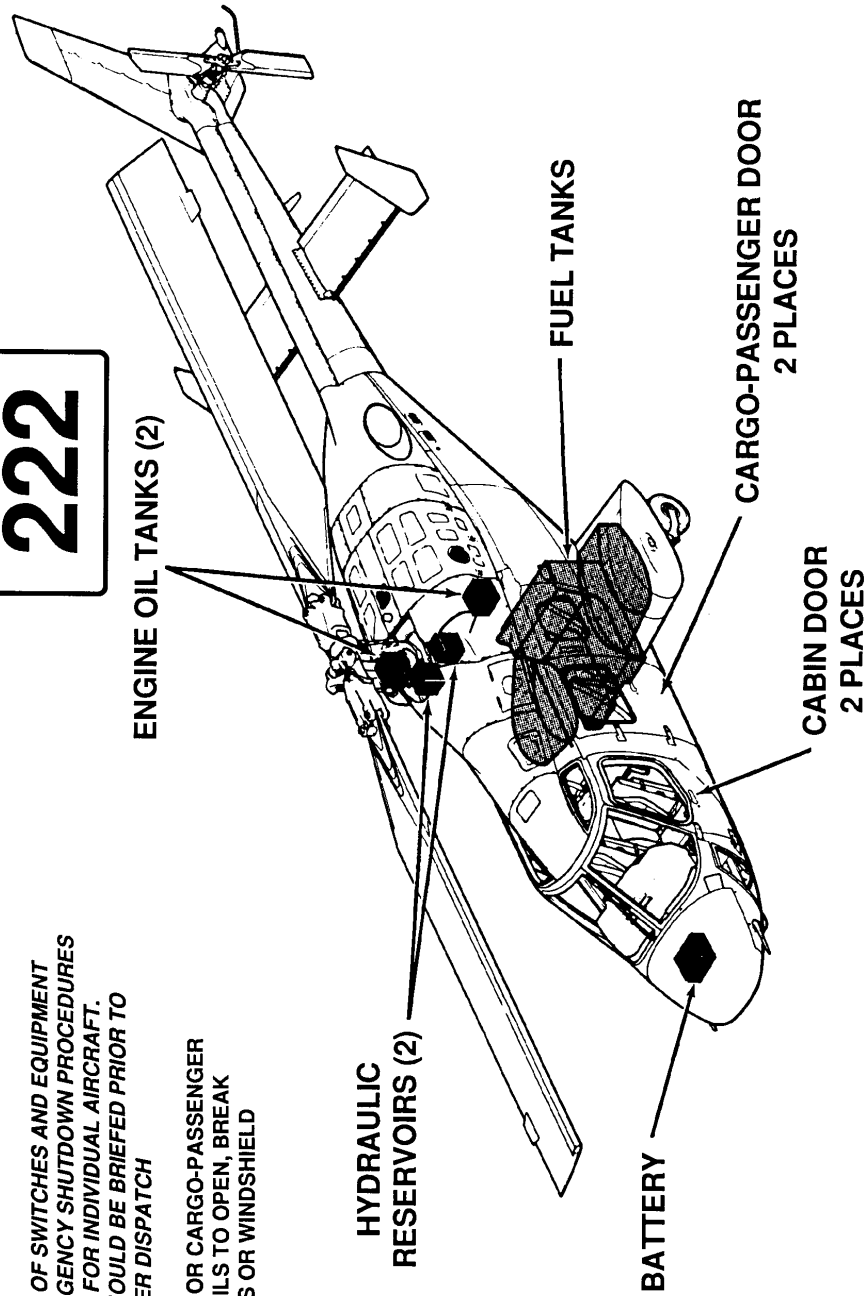


# BELL CRASH RESCUE

222

LOCATION OF SWITCHES AND EQUIPMENT  
AND EMERGENCY SHUTDOWN PROCEDURES  
MAY VARY FOR INDIVIDUAL AIRCRAFT.  
CREWS SHOULD BE BRIEFED PRIOR TO  
HELICOPTER DISPATCH

- IF CABIN OR CARGO-PASSENGER  
DOOR FAILS TO OPEN, BREAK  
WINDOWS OR WINDSHIELD



# BOEING VERTOL CRASH RESCUE

LOCATION OF SWITCHES AND EQUIPMENT AND EMERGENCY SHUTDOWN PROCEDURES MAY VARY FOR INDIVIDUAL AIRCRAFT. CREWS SHOULD BE BRIEFED PRIOR TO HELICOPTER DISPATCH

- EMERGENCY ENTRANCE TO COCKPIT IS GAINED THROUGH JETTISON DOORS BY ACTUATING HANDLE LABELED *DOOR JETTISON PUSH TRIGGER*, TURN HANDLE. IF DOOR DOES NOT FALL AWAY, PULL AWAY.

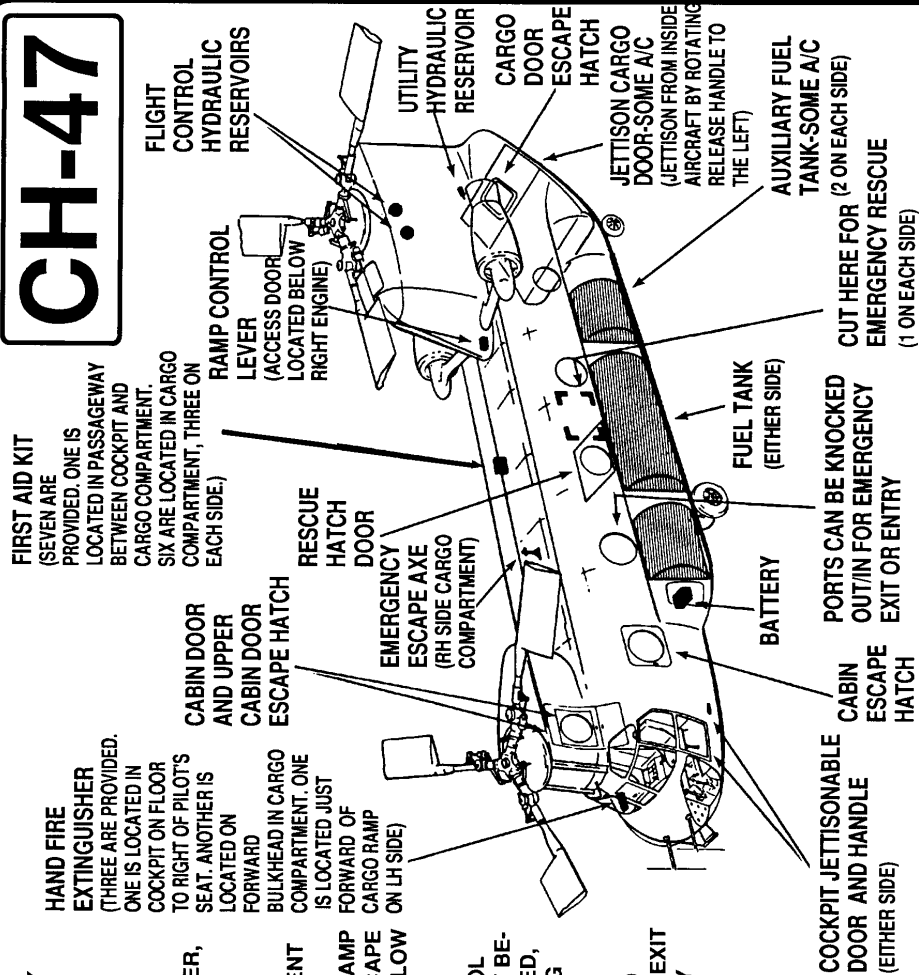
- EMERGENCY ENTRANCE TO CARGO COMPARTMENT IS GAINED THROUGH CABIN DOOR OR UPPER DOOR ESCAPE HATCH, CABIN ESCAPE HATCH, RAMP ESCAPE HATCH, AND CUTOUT PANELS. ALL ESCAPE HATCHES CAN BE OPENED BY PULLING THE YELLOW TAB OUT AND PUSHING THE PANEL IN.

- AN ACCESS DOOR TO THE CARGO RAMP CONTROL LEVER IS LOCATED ON RIGHT SIDE OF AIRCRAFT BELOW THE RIGHT ENGINE. RAMP MAY BE LOWERED, PROVIDING EMERGENCY ENTRANCE, BY PLACING THE CONTROL LEVER IN THE DOWN POSITION.

- A RESCUE HATCH LOCATED IN FLOOR OF CARGO COMPARTMENT MAY BE USED FOR EMERGENCY EXIT IF LOWER RESCUE DOOR HAS BEEN PREVIOUSLY OPENED.

TYPE: TWIN-TURBINE ENGINE TANDEM ROTOR  
CREW: NORMAL CONDITIONS 3-4  
PASSENGERS: 33 FULLY EQUIPPED GROUND TROOPS  
LITTERS: 24 W/3 MEDICAL ATTENDANT'S SEATS

## CH-47



SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES

# ENGINE SHUTDOWN & AIRCREW EXTRACTION

**BOEING  
VERTOL**

## CH-47

### 1. NORMAL SHUTDOWN

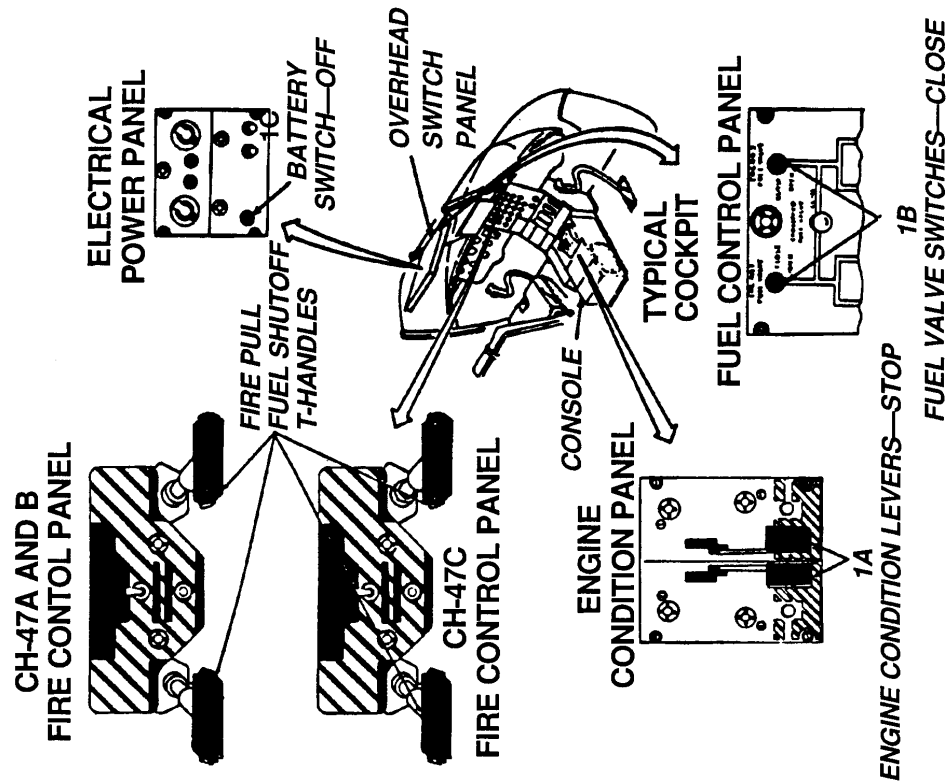
- A. POSITION ENGINE CONDITION LEVERS, LOCATED ON CONTROL PEDESTAL, TO STOP.
- B. POSITION FUEL VALVE SWITCHES, LOCATED ON OVERHEAD FUEL CONTROL PANEL, TO CLOSE.
- C. POSITION BATTERY SWITCH, LOCATED ON OVERHEAD ELECTRICAL CONTROL PANEL, TO OFF.

#### NOTE:

IF ENGINES FAIL TO SHUTDOWN, PULL FUEL SHUTOFF T-HANDLE, LOCATED AT TOP OF INSTRUMENT PANEL, OUT.

### 2. AIRCREW EXTRACTION

- A. UNLATCH SEAT BELTS AND REMOVE SHOULDER HARNESS FROM CREWMEMBER(S).

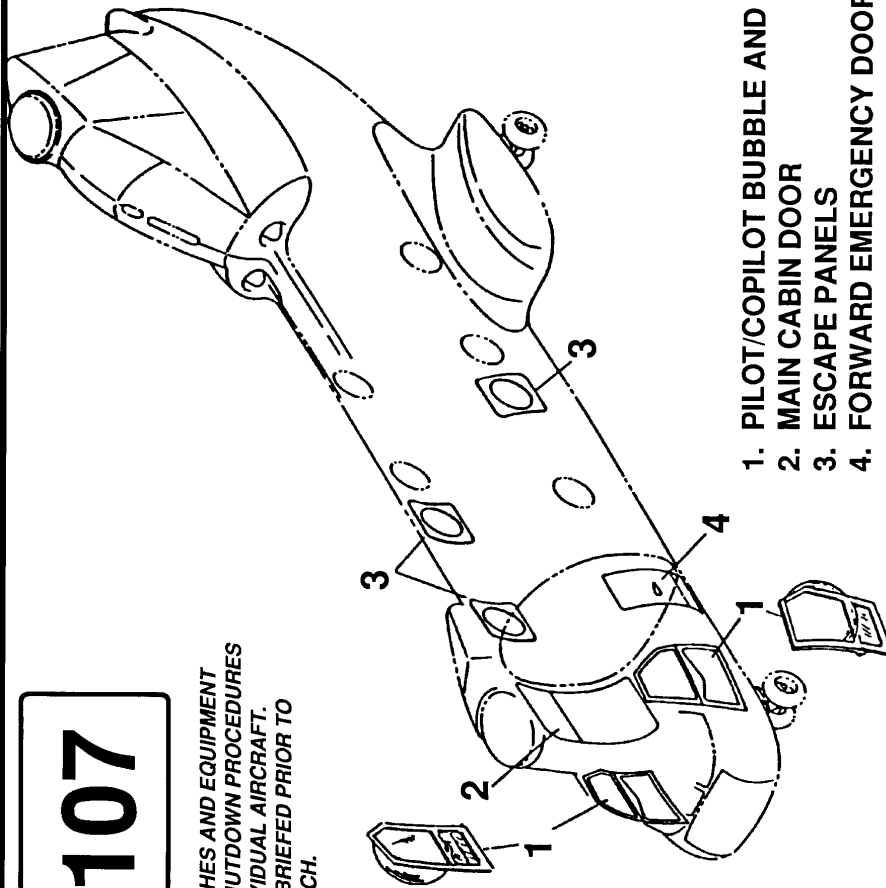


**BOEING  
VERTOL**

# CRASH RESCUE

**BV-107**

LOCATION OF SWITCHES AND EQUIPMENT  
AND EMERGENCY SHUTDOWN PROCEDURES  
MAY VARY FOR INDIVIDUAL AIRCRAFT.  
CREWS SHOULD BE BRIEFED PRIOR TO  
HELICOPTER DISPATCH.



1. PILOT/COPILOT BUBBLE AND JETTISON WINDOWS
2. MAIN CABIN DOOR
3. ESCAPE PANELS
4. FORWARD EMERGENCY DOOR

SEE BACK SIDE FOR EMERGENCY SHUTDOWN PROCEDURES